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PRIVATE RESIDENTS AT THE
PORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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No. 15,651. 第一十五百六千五萬第一日九月十五年四十三期 HONGKONG, WEDNESDAY, JUNE 17th, 1908. 三月七日大英一千九百零八年六月十七日

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Hongkong, 3rd June, 1908. 29

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The Daily Press.

HONGKONG, JUNE 17TH, 1908.

From the first fascicle of the annual trade
reports issued by the Chinese Imperial
Maritime Customs, we gather that another
Sino-Japanese question is looming up at
Antung, the port on the north bank of the
River Yalu, in close touch with Chefoo and
Dairen. It has a good deal of shipping,
both steamers and sea-going junks.
Steamers drawing nine feet may anchor off
the Bund, or what should be the Bund,
according to Mr. Commissioner PALEN,
who recommends effort in the direction of
river conservancy and improvement. The
river is eating away the Chinese town, and
in November last it "tore away a liberal
piece of the shore off the Japanese settle-
ment." Chinese cargo pays extra in time
and money for transportation from the
present anchorage. Antung might have
combined railway and cheap water con-
nections, but in the absence of dredging
and bunding operations, it looks as if it
must be satisfied with railway only. For a
bridge is projected to cross the river at the
present lower harbour limit, to carry the
trains of the Korean railways to the
Chinese shore, and to form the connecting
link between the Japanese Government-
owned lines on the Peninsula and the
Antung-Mukden arm of the South Man-
churia Railway system. A survey was
being made in February, for a fixed
bridge 3,182 feet long, with spans of
two to three hundred feet, thirty feet
wide, and 26 feet above high water. The
Chinese have asked that it be made a
swing or drawbridge, to allow the shipping
to pass. At present the issue is not all

urgent one, as the Budget arrangements for
an outlay of two and a half million yen may
take time; also, the South-Manchuria
gauge has not yet been changed to stan-
dard. Until the Chinese show some
disposition to start with the dredging and
bunding, and until these other factors are
dealt with, there is no need to talk of the
unmade bridge as prejudicing the develop-
ment of the Chinese town, nor to go so
far as Mr. PALEN does, when he remarks
that "to force across a navigable boundary-
line river, in the face of protests from
one of the riparian states, a closed bridge
of such a height as to hamper that state's
sea-going traffic, is not such an act as may
be admitted to come within the previously
established standards of international
comity." This almost amounts to
"calumny-howling," and it is strange to
find it in such a conservative publication
as the L.M.C. Reports have hitherto been
The net value of the trade of Antung for
1907 was Tls. 4,763,338.

The name Dairen (now given to what the
Russians called Dalni) is, says Mr. Com-
missioner Kurosoawa, "metaphorically and
deceptive"; so far as the Customs is con-
cerned. The Dairen Customs covers more
than the port of that name; it embraces the
whole of the leased territory of Kwantung.
The commercial and economic strength of
Dairen, the same gentleman states, has
been overestimated. The world, he says,
has overestimated the purchasing power of
Manchuria. This is very interesting, in
view of past events and discussions.

"Supposing that the total value of the
trade of Manchuria is 80 million taels, this
might roughly be divided as follows: New-
chwang, 40 millions; Siminhu, 10 millions;
Dairen, 20 millions; Antung and other
routes, 10 millions. Two-thirds of these
figures will represent the import trade,
which, again, denotes the purchasing
power of Manchuria. Supposing, further,
that the population of Manchuria is eight
millions, as is believed to be approximately
the case, this would give a buying power
per head of over six and a half taels—a
far larger sum than the average native
of Manchuria can possibly spend in a year
on foreign goods at his present economic
status." The Commissioner concludes
that business has been carried on regard-
less of the law of supply and demand,
with the results that sometimes follow
speculative enterprise. The market was
badly congested. Most of the money left
by the belligerents had gone away into
Shantung and Chihi. The natural riches
of Manchuria are not on the surface; they
are not accessible without time, labour, and
capital. It must be disastrous to try to
force the market. In Dairen itself the
foreign community is growing fast. With
the railway facilities and magnificent har-
bour, it undoubtedly has a future as a
business emporium, but in 1907 the net
value of its trade (for the whole area,
presumably) was only Tls. 13,837,739.

In a subsequent article we will examine
the reports from other northern ports, for
items of similar outstanding interest.

Fifteen plague cases were notified by noon
yesterday, making the total then 77.

Messrs. Lobnitz and Co. (Limited), Renfrew,
have launched a twin-screw 800-ton hopper
barge, named the Sexin, for the Suez Canal
Company.

The foundation-stone of England's first
"skyscraper" line has just been laid at Liverpool.
The building will be 300 ft. high, and is being
erected for the Royal Liver Friendly Society
on a site overlooking the Mersey.

The Agents of the Great Northern Steamship
Company inform us that the raw silk and silk
piece-goods shipped from Yokohama per G. N.
S.S. "Minnesota" on May 1st arrived in New
York on the 20th ult.

The Pope, in receiving Cardinal Aglardi,
announced that Archbishop Bourne of West-
minster would shortly be created a Cardinal.
This statement is interpreted as meaning that
the elevation of Archbishop Bourne will occur
at the Consistory to be held next September.

From July 1st, 1907, to April 30th, 1908 the
total shipment of silk from Yokohama to
Europe and America was 89,244 bales, 29,628
of these going to Europe and 50,616 to America.
A further 2,369 bales were reported up to the
sailing of the "Empress of Japan" on the 15th
ult.

The return of visitors to the City Hall Library
and Museum for the week ending the 14th
June, 1908, shows that of non-Chinese there
were 317 to the Library and 110 to the Museum
and of Chinese 139 to the former and 1,282 to
the latter. The Library was therefore used by
456 persons and the Museum by 1,392.

We are informed that all the Nippon Yusen
Kaisha steamers on the American line have
been recently fitted with Marconi's system of
wireless telegraphy. This will be greatly
appreciated by passengers travelling in the
Company's steamers as well as by their friends
on shore, as it enables messages to be exchanged
when the vessel is on the high seas.

Mr. S. Silverstone, agent F. M. S. Co.
and family sailed on the "Korea" to-day for
San Francisco on six months leave. During
his absence Mr. Hallion, chief clerk, will be in
charge.

His Excellency Admiral Li Chun of Canton
is on a visit to Hongkong. He has visited the
Kowloon Docks, and last night he and his suite
were entertained to dinner at the Hongkong
Hotel by the Dock Company officials.

Inspector Warnock, after more than twenty
years service in the Hongkong Police, is about
to retire on pension, leaving for home on the
27th inst. Mr. Warnock is a great favourite in
the force and his colleagues view his prospective
departure with regret.

A consignment of some thousands of
pheasants brought in refrigerating tanks from
Manchuria, was received by one of the largest
firms of poulterers in Leadenhall Market.
Other consignments will follow if it is shown
that there is a demand for pheasants out of the
ordinary English killing season. The birds
will be kept in cold storage and will only be
taken out as they are required.

Lucy Hodgeson, applying to the Boston (Lin-
colnshire) Bench for a separation order against
her husband, Henry Hodgeson, agricultural
labourer and ratepayer said that he neglected
to provide proper food, but brought home rats
upon which to feed himself, the family, and
the dog and cat. He skinned the rats making
her stuff them with sage and onions. She
obtained the order she asked for.

Some pointed marks were made by Mr. J. H.

Kemp at the Magistracy yesterday afternoon
when conducting an inquiry into the circum-
stances attending the death of a seven years old
Chinese girl. The father had caused her
to be beaten on the legs by a madeleine
bruneh to "drive away the devil," and his
Worship said he hoped the Chinese newspapers
would take note of the case as it might be a
serious offence if it occurred again.

Mr. W. H. Lever, M.P., has intimated to
the Wirral Division Liberal Association that
he will not seek re-election. He was urged to
reconsider his decision, but expressed himself
as unable to do so in view of increased business
calls and other matters. It is not known at
present when his retirement from Parliament
will take place. At a meeting of the Wirral
Conservative Association on May 15th Mr. Gershon
Stewart was unanimously adopted to
contest the division at the next election.

The total quantity of tea imported by Eng-
land last year was 3,717,859 lbs., valued at
£10,744,719. According to a statement made
by Mr. Lloyd-George, the countries from which
this enormous supply came were as follows:

Quantity. Value.
India ... 171,532,030 lbs. £5,352,918
Ceylon ... 107,497,701 lbs. 3,008,616
China ... 19,113,953 lbs. 773,709
Java ... 11,938,371 lbs. 377,388
Other countries 7,074,228 lbs. 232,140

Compared with 1906 we imported 3,963,061 lbs.
less last year, but paid £210,634 more.

The Baltic Mercantile and Shipping Ex-
change presents a favourable report to its
shareholders, notwithstanding that these are
dull times for the shipping industry. Last
year a div't end of 5 per cent. was paid. This
time the distribution has been increased to 6 per
cent. There is a slight diminution in the
number of members, which is, perhaps, to be ex-
pected during a period when business men are
cutting down their expenses. But the amalgam-
ation of the Baltic and of the Shipping Ex-
change a few years back has produced an in-
stitution which is at once popular and stable.

A special section of the works' branch of the
German naval administration has been estab-
lished on the island of Heligoland to take in
hand the preliminary work for the construction
of a torpedo-boat basin, the cost of which—
to be spread over a series of years—is estimated
at 8,000,000 M. (£1,500,000). Other works in
immediate contemplation are the strengthening
of the sea-walls, additional fortifications at a
cost of 1,200,000 M. (280,000), the building of
barracks and of a new artillery depot, estimated
at 700,000 M. (235,000), and the provision
of the regalate of Chemists and Druggists
and for the regulation of Poisons. Committee
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Supplementary sum of one hundred and sixty-
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OUSTED BY CHINAMEN.

BRITISH SAILORS EXCLUDED FROM BRITISH SHIPS.

When a Chinaman is employed in a South African mine, the heart of the liberal goes out to the "unhappy slave." When a Chinaman is employed by a Liberal shipowner to the exclusion of a British seaman, it does not matter to any member of the Government majority except Mr. Havelock Wilson, the sailor M.P.

It has been well known for some time that Chinese sailors are being duly exploited in the Port of London to the exclusion of Englishmen, but no Liberal has ever raised his voice in protest. In the House Mr. Havelock Wilson asked the Home Secretary "whether he has received any report from the police authorities with regard to the disturbances which have occurred at the Mercantile Marine Office, Poplar, in consequence of the contemplated engagement of crews of Chinamen for the steamships "Zambesi" and "Strathness."

The president of the Board of Trade said Chinese boarding-house keepers had not and would not be allowed access to Board of Trade premises for the purpose of supplying crews of Chinamen to British ships. He was not aware that it had been the practice for many years to prevent British seamen and others from using the waiting-rooms of mercantile marine offices unless they could produce certificates of discharge to prove that they were bona-fide seamen. The waiting-rooms were open to all persons desirous to serve.

The recent unusual increase in the number of Chinese seamen shipped in United Kingdom ports requires and is receiving prompt and searching attention, and must be regarded as a matter of serious concern.

"Any case in which sufficient evidence is available of a boarding-house keeper having supplied a crew, Chinese or otherwise, will be considered with a view to legal proceedings."

Mr. Havelock Wilson was not satisfied with this and he questioned Mr. Churchill more closely.

"I have nothing to prove that the crews in these cases were supplied by Chinese 'crimps,'" replied Mr. Churchill, "but if any evidence of an infringement of the Merchant Shipping Act is forthcoming, the question of instituting legal proceedings will be considered."

A meeting of protest against the employment of Chinese on British ships was held at Cardiff, when Mr. Henson, of Barry, declared that instead of the Union Jack the Cardiff officers of the Shipping Federation ought to fly the Chinese flag.

A large number of unemployed British seamen assembled at the offices of the Mercantile Marine at Poplar, where a crew was to be engaged for the British steamship "Zambesi," which on her previous voyage carried a British crew. The British seamen learned with indignation that Chinamen were to be employed on the ship. A deputation waited on Mr. Havelock Wilson, M.P., and he presented to the Mercantile Marine office and interviewed the superintendent, entering a protest against the engagement of the Chinamen on the grounds that they had been supplied by boarding masters and "crimps" who were not licensed to supply seamen, and that the Chinese could not speak or understand the English language. When the Chinese went in to sign the superintendent tested one or two and found that they could not pass the language test. It was then decided to sign the men on coasting articles to proceed from London to Cardiff, but when the Chinese arrived at the Surrey Commercial Docks they found about two hundred British subjects on board the vessel. These were supplied by the dock labourers, and eventually a British crew was taken on. At a meeting of Poplar regulations on the subject were adopted and sent to the local members of Parliament.

A later account says:—

For the present the European sailors and firemen of the East-end have triumphed in their opposition to the signing on of Chinese crews while Westerners are unable to find work.

In anticipation of new efforts being made to ship the Chinese, who were driven from the Board of Trade offices in East India Dock-road, a strong body of white seafaring men picketed the offices again. A large number of police were in attendance, under a superintendent and two inspectors. Mr. J. Havelock Wilson, M.P., and other officials of the National Sailors' and Firemen's Union, were also present.

Mr. Wilson promised the Europeans that when the yellow men were tested as to their knowledge of English, or their British citizenship, as required by the new Merchant Shipping Act, he would test them personally on the former point. But the boarding-house masters and the representatives of the shipowners had made other arrangements, and the men wanted to make up a crew for Cardiff had been quietly moved to the railway-terminus and sent on by train to the South Wales port. It is not clear how this will settle the trouble for Mr. Wilson at once, since he is not in the union there, Mr. Dunn, and it was confidently expected that the language test would be rigidly insisted upon, even if the men were taken on board to sign articles.

During the morning Mr. Wilson informed a representative that he had proof that the provisions of the new Act, and of its diet scale, were being habitually evaded, and expressed conviction that the claim to be British subjects put forward on behalf of the Chinese was unfounded.

"These men, if they were British subjects," he declared, "would have what is known as 'Dis. A.' books, containing their discharges from other vessels, and an entry showing their nationality. They declare they were discharged from foreign vessels, that they have lost their books, and that they were born in Hongkong, or some other British territory. If they said that they had been discharged from a British ship, the Board of Trade officials could get access to her papers, and check their statements."

"The Act says that the superintendents shall cause the agreements to be read over and explained to each seaman, or they shall ascertain that each seaman understands the same before signing it."

"This is how they apply that. They get hold of a 'No. 1' firman, or a leading seaman, and if he can understand a little English, they ask him to explain it to the others. I have seen some of them, and they could not understand more than a very few words of English, and to ask them to interpret a long legal document like a ship's agreement, with its regulations and fines and diet scale, is simply useless."

"What good is such a crew in emergencies, when the leading man, or 'serf,' might be in bed when an order was to be given to avoid disaster?"

"What we ask is that there shall be official interpreters, without bias, to explain the agreements. I have seen officials allow the very crimp who has procured the men to act as interpreter of the agreement to them. When they ship English sailors they want to see their book with twenty or thirty discharges in it."

"I have been awarded a diploma at the Invitational Exhibition for optical discoveries, and am willing to show what I can do before any committee of scientific experts."

EASTERN EXTENSION, AUSTRALIA, AND CHINA TELEGRAPH COMPANY.

NATURAL RESOURCES OF AMERICA.

SPEECH BY PRESIDENT ROOSEVELT.

Washington, May 13th.

The 19th half-yearly general meeting was held at Electra-house, London. Sir J. Wolf Barry, who presided, stated that the gross revenue for the beginning of the new fiscal year, which he declared, is causing them to "jump" or desert their ship in continental ports, because they get only £2 a month on them. The result is that the East-end is getting crowded with the yellow men, while English sailors are starving.

"Before the beginning of the new Act and the coming into force of the new diet scale," says Mr. Wilson, "the employment of Chinamen was absolutely confined to the regular liners trading on the coast of China and in the East, which have employed them for years. With the advent of the Act I should say 100 or more tramp steamers are carrying them, trading exclusively in Western waters, including the Black Sea, the Mediterranean, and to America.

Mr. Wilson added that a great demonstration of protest is being arranged for London. Processions will march from Canning Town Station, Leeman-street Station on the 31st, combining at Victoria Park. A similar gathering will be held in South Shields on the 23rd, at which Messrs. Michael Joyce (Limerick), T. Summerhill (Sunderland), J. W. Taylor (Chester-le-Street), J. Jenkins (Chatham), J. Havelock Wilson (Middlesbrough), and other members of Parliament will speak. Questions to the President of the Board of Trade will be placed on the House of Commons paper.

CHINESE TELEGRAPHS.

The Ministry of Posts and Communications has now practically decided to buy out all the mercantile shares in the Imperial Chinese Telegraph Administration in order to secure full control of the service. The following reasons for this decision are given:—

1. To convert the administration into a Chinese Government department.

2. To increase its capital to at least £1,000,000.

3. To repair thoroughly all cable and land lines where necessary.

4. To construct new lines in Manchuria, Mongolia and Tibet and also in some places in China proper for the general improvement of communications.

5. To reduce the charges, which are now many times higher than in foreign countries.

H. E. Ching Pi, President of the Ministry, is preparing a memorandum on this question for imperial sanction. The President is conferring with Duke Tse Tse, President of the Ministry of Finance, as to how farmland may be raised for the purpose. Some high authorities in the Capital do not favour the compulsory purchase of the company's new direct cable between Java and the Cocos Islands had been successfully accomplished, and the line had been opened for traffic since the close of the year. The length of the cable was about 778 nautical miles, and the cost would be charged against the general reserve fund during the current half-year. This new communication should form a useful alternative route for their Far East traffic, and had it been in operation when the reseizure occurred among the Indian Government telegraph employees would have assisted in relieving the congestion occasioned during the early days of the strike. The Indian Government authorities shortly after the outbreak—fortunately for the cable communications passing in transit through India—arranged with the Eastern and the Eastern Extension Companies to work two of their land-lines from the cable stations at Bombay and Madras, and in this manner they were able to forward the Trans-Indian traffic across India with satisfactory results to the telegraphing public and to the Indian Government. When the strike was over the kind of assemblage that makes Constitutions.

A more auspicious opening conference it would be difficult to imagine. The arrangements were perfect, and the work will proceed during the remainder of the week in the White House.

Carnegie follows this afternoon with an address on ore and minerals, as he sits in the "B" tie—tomorrow for England. If properly managed—the President seems to be managing himself, from reading announcements to giving full instructions as to the relation of the method of procedure—the Conference is bound to be productive of much good.

In concluding his speech on the natural resources of the country, President Roosevelt said:—

They had assembled to consider a vital question—the weightiest problem, now before the nation, because the natural resources of the country, the final basis of national power and prosperity, were in course of rapid exhaustion. Already the limit of unsettled land was in sight. They had begun with an unapproached heritage of forests. More than half of the timber was gone. They had begun with coalfields more extensive than those of any other nation, and with iron ore deposits as inexhaustible, and many experts now declared that the end of both iron and coal was in sight. The mere increase in their consumption of coal during 1907 over 1906 exceeded the total consumption in 1876. The enormous stores of mineral oil and gas were largely gone. Their natural waterways were not gone, but they had been so injured by neglect and other causes that there was less navigation on them now than there had been 50 years ago. Finally, they had begun with soils of unexampled fertility, and they had so impoverished them by injudicious use and by failure to check the erosion that their crop-producing powers were diminishing instead of increasing. It was unpardonable for the nation, or the States, to permit any further cutting of timber save on a system which would provide that the next generation should see the timber increased rather than diminished. Irrigation and drainage would add enormously to the extent and value of agricultural land, and transportation facilities could be enormously increased by the canalization of the rivers so as to complete a great system of waterways. But all these various uses of natural resources were so closely connected that they could be coordinated and should be treated as part of our coherent plan and policy haphazard and piecemeal fashion.

Finally, let us remember that the conservation of our natural resources, though the gravest problem of to-day, is yet but part of another and greater problem to which this nation is not yet awake, but to which it will awake in time and with which it must hereafter grapple if it is to live—the problem of national security, the patriotic duty of ensuring the safety and continuance of the nation. When the people of the United States consciously undertake to raise themselves as citizens, and the nation, and the States in their several spheres, to the highest pitch of excellence in private, States, and national life, and to do this because it is the duty of this nation, in quality, and in time, will be assured.

WEATHER REPORT.

On the 16th at 11.55 a.m.—The barometer has fallen moderately in N. Japan, and risen slightly in W. Japan. The depression, which appears to be shallow, is lying over the E. part of the Sea of Japan.

The barometer has a tendency to fall over S. China and the Philippines.

Pressure is relatively low over the continent between Tonking and the Yangtze valley. It remains high over the Pacific in the neighbourhood of the Bonins.

Fresh S. monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S. winds, fresh

Hongkong & Neighbourhood. S. or strong;

equally, showery

Formosa Channel. Same as No. 1.

South coast of China between

Same as No. 1.

Hongkong and Lombok. Same as No. 1.

South coast of China between

Same as No. 1.

Hongkong and Hainan. Same as No. 1.

BLACK & WHITE WHISKY, 'THE POPULAR SCOTCH.'

THIS IS WHAT THE MEDICAL "MAGAZINE" SAYS ABOUT THIS WHISKY.—
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12, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1908.

THE GERMAN EMPEROR'S CASTLE IN ALSACE.

Berlin, May 13.

With a display of pomp and circumstance worthy of the heyday of medieval pageantry the Emperor to-day put the finishing touch to the restoration of the ancient castle of Hohkönigsburg, near the Alsatian town of Schlettstadt. The ceremony was conducted in the presence of the Empress and representatives of the Reichstag and Luiting, and a large number of prominent official and unofficial personages in the Imperial provinces.

The great feature of the day was a pageant intended to reproduce a scene which took place in 1533 when the Lords of Sickingen entered into their new possession. The Emperor Maximilian, who was constantly in pecuniary difficulties, had pledged the castle to the sons of Franz von Sickingen, and it was with a proud bearing and a proud following that these Lords defiled from Schlettstadt to their new home. The procession to-day consisted of 11 historic groups in which students, officers, and artisans represented medieval halberdiers, lance-men, and other more or less martial followers in the costume of the time, morn of the armer, arms, and other equipment being originals from various museums and private collections.

Fifty horses were also in the procession, with trappings and accoutrements and riders.

In the group were even chaplains, female camp followers, scullions, and children.

All the neighbourhood was in festive attire, and historians, architects, and antiquarians had vied with each other to produce a scene calculated to make the occasion memorable.

The usual prologue of trumpeters, and pipe players reproduced the favourite march of the Sickingens, and the Imperial Secretary of State for the Interior delivered an appropriate speech to their Majesties.

The ruins of the castle were presented to his Majesty in 1899 by the legal authorities, and his Majesty at once decided to do honour to the gift by rebuilding the castle in its original form.

As his Majesty considered that the country as well as himself would benefit by such a restoration he asked for a grant of half the costs from the nation.

This was voted, though with considerable reluctance, as several political parties considered that the money could be better

employed in the interests of the people, and it

cannot be said that the people as a whole

sympathise with such a use of public money.

Much ridicule has been passed on the scheme in the Press, and the architects entrusted with the work of restoration have been reproached with producing a building that is not a copy of the original.

They had assembled to consider a vital question—the weightiest problem, now before the nation, because the natural resources of the country, the final basis of national power and prosperity, were in course of rapid exhaustion.

Already the limit of unsettled land was in sight. They had begun with an unapproached

heritage of forests. More than half of the timber was gone. They had begun with

coalfields more extensive than those of any other nation, and with iron ore deposits as inexhaustible, and many experts now declared

that the end of both iron and coal was in sight.

The mere increase in their consumption of coal during 1907 over 1906 exceeded the total consumption in 1876. The enormous

stores of mineral oil and gas were largely gone.

Their natural waterways were not gone, but

they had been so injured by neglect and other

causes that there was less navigation on them now than there had been 50 years ago.

Finally, they had begun with soils of unexampled

fertility, and they had so impoverished them by

injudicious use and by failure to check the

erosion that their crop-producing powers were

diminishing instead of increasing. It was unpar-

donable for the nation, or the States, to permit

any further cutting of timber save on a system

which would provide that the next generation

should see the timber increased rather than

diminished. Irrigation and drainage would add

enormously to the extent and value of agricultural

land, and transportation facilities could be

enormously increased by the canalization of the

rivers so as to complete a great system of water-

ways. But all these various uses of natural

NOTICE.

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"GOEBEN," Captain Wilhelmi, will leave for the above place TO-DAY, the 17th inst., at 9 A.M. For further particulars, apply to NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents.

Hongkong, 16th June, 1908. 5

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THE Steamship "GOEBEN," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

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All broken, shafted, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M.

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Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents.

Hongkong, 16th June, 1908. 5

NOTICE.

ANY persons having claims against the Estate of the late Colonel HENRY MARTIN, late P.M.C., South China Command, are requested to forward the same to the PRESIDENT, Committee of Adjustment, on or before the 15th JULY, 1908.

S. MACDONALD, Major, R.A.M.C., President, Committee of Adjustment.

Hongkong, 16th June, 1908. 559

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Hongkong, 16th June, 1908. 982

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FEED BOEMANN.

Apply to YEE SANG FAT & CO.

Same address.

DAVID SASSOON & CO. LTD.

Hongkong, 7th April, 1908. 961

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to D. TOHDOW, Manager.

Hongkong, 23rd January, 1907. 270

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to HENRY HUMPHREYS,

Alexandra Building,

Hongkong, 1st May, 1908. 743

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT

AND AGENCY CO. LTD.

Hongkong, 1st June, 1908. 88

TO LET.

OFFICES and ROOMS on the 1st and

2nd Floors of No. 14, Des Vaux Road

Central (formerly occupied by Messrs.

SHewan Tomes & Co.)

Apply to THE COMPRODOR'S DEPARTMENT,

E. D. SASSOON & CO.

Queen's Road Central.

Hongkong, 10th June, 1908. 947

TO



NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO. of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Swing to BORDEN's special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 25th May, 1903.

SCIENTIFIC MISCELLANY.

THE NEW DIVING—EGYPTIAN GOLD MINING—THE LARGEST MAGNET—AUTOMATIC VIOLIN-PLAYING—ARTIFICIAL BLACK DIAMONDS—EARTH VISION—THE CENTER OF THE EARTH—EFFECTS OF FATIGUE POISON—MILK ICE.

The collapsible well or shaft offers now possibilities in marine exploration. This is composed of an observing or operating chamber, which is sunk into the water and lengthened out by successive cylindrical sections bolted together from the top, each section consisting of a series of rings with flexible covering. The operating chamber is fitted with strong glass windows, and sleeves to enable the diver to manipulate apparatus on the outside of the shaft. In such a tube a diver can descend to considerable depth, remaining in free communication with the open air and working under ordinary pressure, and he seems to have within reach a considerable range of such work as clearing hills and exploring wrecks. Hoisting and lighting apparatus can be lowered on the outside. Such a shaft is likely to afford new entertainment at amusement resorts, and gives a ready means for observing submarine life and conditions.

An Egyptian mining center—probably worked as early as 2500 B.C.—was in the Eastern Desert, between the Red Sea and the Nile. The lately-discovered remains described by C. J. Allord include small irregular stone huts, arranged in groups of two or three towns large enough for 1000 men. The ancient workings are buried in sand. The only vestiges of mining appliances are elliptical rubbing stones for coarse brushing and quartz mills for reducing the rock to fine powder, ready for washing out the gold.

Electromagnetic cranes have proven the most efficient and economical devices known for handling rails, kegs of nails and bolts, and other heavy pieces of iron and steel. Electromagnets are now made to lift 25,000 pounds with ease.

The electric violin-player is one of the most ingenious of recent musical mechanisms, and this is entirely automatic in action, unlike the familiar piano-players, which are somewhat guided by the operators. A perforated roll is drawn over the strings by a small motor. With the paper in place on the roller, contact-brushes rest upon it, and as a perforation is reached, current from the brush energizes a corresponding electromagnet, producing the proper effect. A revolving disc, built up of layers of celluloid of the thickness of horsehair, is automatically moved to give the action of the bow. A special magnet controls the staccato movement by pressing the disc suddenly against the strings, and four magnets—one for each string—yield pizzicato effects by causing a hook to fly back and pluck the string. An arm vibrated against the tail-piece gives the tremolo effect. Each string has fifteen automatic fingers, which can be used singly or in combination, giving double, treble or quadruplet stopping; or a solo may be played, with accompaniment on the lower strings. A very creditable violin performance can be had by simply turning a switch.

Carbon in an amorphous fused condition—real black diamond—is produced in a simple manner by a process lately patented in France by M. Bonnet. A vessel of bronze or other metal contains two carbon electrodes, between which is a rod of carbon over a small vessel of carbon bisulphide; as the first current is passed the liquid is vaporized, generating a high pressure. Under this pressure and the temperature of a high-tension current, the carbon rod is changed in a few moments to black diamond—the material is prized for drills and as an abrasive.

The Pleiades have long formed an interesting test of vision. To ordinary eyesight six stars are visible, but keen-eyed persons see seven and even eleven or more. Reporting later observations, P. Vinesart, an Antwerp astronomer, mentions counting thirteen Pleiades with the naked eye.

The earth's interior is still a mystery, but physiologists no longer regard it as a molten mass, all radiating heat into space, a different conception having been gradually forced upon them on the last forty years by studies of the tides, of the propagation of earthquake waves, and, quite recently, of the possible heating from radium. Lord Kelvin and others have concluded that the earth is more rigid than steel but less rigid than glass. There are reasons for assuming that a strong crust may encase a metallic nucleus, and Sir Oliver Lodge has shown that the earth's known average density of 5.6 could be accounted for by supposing that the strong crust with an average density of 2.5, extends to a depth of 500 miles, and encloses a core of metallic iron, with a density of 7. The Hon. R. J. Strutt finds more radium in the rocks than would suffice to keep up the internal heat if the earth were of rock throughout. He calculates that the crust is 45 miles thick, and that the radium gives it a heat in temperature of 1500 deg. C., imparting a uniform temperature throughout the metallic nucleus, which does not contain radium.

Fatigue is now generally attributed to poisoning from muscular waste. It does not come on steadily, however, from the early morning until the stage of sleep is reached in the evening, and a new conclusion is that the first effect of the fatigue poison is one of stimulation. This would explain why mental faculties and muscular energies are often at their best in the evening. It is pointed out as quite probable that both nerve-centers and muscle-fibers may be rendered irritable, and that the same chemical agents may later narcotize them.

The advantages of distributing milk in frozen form are being recognized in Europe. Freezing—unlike scalding—causes no alteration, and the frozen milk can be kept unchanged for several weeks. Cream remains diffused throughout the liquid, while bacteria are greatly lessened.

When you ask for

BOVRIL

do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

UNCAPSIZABLE SHIPS.

PROPOSITION TO BUILD BROADER VESSELS.

In a paper on "Unsinkable and Uncapsizable Ships" Gen. Goulaef stated that it was only since the loss of H.M.S. Victoria by capsizing (a disaster repeated in several cases during the late Russo-Japanese war) that it had been recognised that as soon as a ship of the present ordinary form, proportions and system of construction received a blow either by ram, torpedo, shot, or collision, perforating the underwater part of the hull and causing more or less serious injuries, the vessel immediately became dangerously over and lost her stability.

The helpless condition to which many modern warships of various nationalities might be reduced had been proved by calculation and model experiments in Russia and America, while in the recent war with Japan some ironclads of the Barodino class were seen floating after the battle of Tsushima bottom upwards, looking like the backs of some huge species of fish.

Gen. Goulaef gives a system of construction he has devised partly to protect the ship against the torpedo. He attains this object by making vessels much broader and shallower than they have been, or are at present, leaving their length the same, or making them even somewhat longer.

The form of construction provides treble broad longitudinal cellular side corridors, each 6 ft. wide, which are rendered possible by the increased breadth of the vessel, and intended to reduce to a minimum the quantity of water that may enter the ship through injuries or openings made in her under-water skin.

With regard to the resistance of water to the movement of vessels of great beam, Gen. Goulaef claims that investigations into the question prove that the absence of wave-making by a ship constructed on his system would enable it to attain a higher speed on the same displacement with the same power of engines.

His chief objections to Gen. Goulaef's system, argued in a discussion that followed the reading of his paper, reported by the "Navy League Journal," were that it would not minimize, but rather increase, the danger from submarine mines; and that it would also increase the tendency of the ship to roll and the risk of disengagement by ship-fire.

The annual cost in full commission of the following classes of vessels, taking interest at 3 per cent. and allowing for interest, depreciation of capital, wages of officers and crew, and a proportionate charge for pensions, repairs, and renewals, and other necessary items, and also allowing a life of 20 years, in the case of the battleships, and 10 years in the case of the torpedo-boat destroyers and first-class torpedo-boats, respectively, is as follows:

First-class battleship..... £231,500

Torpedo-boat destroyer..... £1,500

First-class torpedo-boat..... £6,100

ROYAL ASIATIC SOCIETY.

The anniversary dinner of the Royal Asiatic Society was held last month at the Hotel Cecil. Lord Grey, the president, occupied the chair, and the company included the Chinese Minister, the Siamese Chargé d'Affaires, Lord Malton, Lord Wenslock, Sir J. and Lady La Touche, Lady Lyall, Sir Richard Temple, Sir W. C. C. C. Williams, Sir Raymond West, Sir Charles Elliot, and Sir Robert Douglas. Lord Middleton, in proposing the toast of "The Society," said there was nothing of which Englishmen were more ignorant than of the work which their fellow-countrymen had done in Asia, and of that which remained to be done there. Since the foundation of the society in 1823 many changes had taken place in other continents, but through them all they had only to look back

to feel that the future lay with Asia. The history of the past was, to a large extent, unfamiliar to foreigners. In Japan, that great nation which had suddenly been launched on a memorable and prosperous career, they saw a great antiquity interesting in its past, and perhaps to Englishmen still more interesting in its future. Persia was still existing on the relation of an ancient fame, and even India was still less known to Englishmen than it ought to be. Looking to all these other continents and parts of the world, Asia still held the field with a past unfathomable and to a large extent inscrutable. He could not help feeling that what the society had done in pursuing the more remote interests of Asiatic study had been a great advantage to civilization, and at the same time a vindication of our claims as a nation not merely of conquest, but of culture.

The President, in responding, said it was the aim of the society to strengthen the ties which knit the British Empire and India together by establishing a better understanding between East and West. It was their object, by the study of Indian literature, Indian customs, Indian sociology, and Indian philology more and more to create an atmosphere of knowledge, and thereby to strengthen a friendship which ought to exist between us and the best educated minds of India. The society was successful in obtaining last year from the late Prime Minister a recognition of the importance of Oriental studies. They expected a report from the committee which would be appointed on Oriental languages, which would show how much there was for further development, and further co-ordination of Oriental studies, especially in the metropolis, had he hoped that the Government would be prepared to act on some of the recommendations which he was sure that report would contain. He was convinced that the University of London would be prepared to give that recognition to Oriental studies which was necessary, in order that it might occupy somewhat of the position of the schools of Oriental languages in the various capitals of Europe.

The anniversary meeting of the society was held at the rooms in Albemarle-street in the afternoon, with Lord Grey, the president, in the chair. The report, adopted on the motion of Professor A. A. Macdonell, of Oxford, seconded by Dr. Gaster, showed a substantial increase of membership, the number of new elections (66) being the highest recorded since the foundation of the society, excepting in the year 1883, when the number elected was 72. Lord Grey said that the election of distinguished Continental scholars was a matter in which great interest was taken by the Oriental schools of Europe, and the honour of election was highly valued. He referred to "the work of the three savants elected by the meeting on the recommendation of the council—namely, Professor Hermann Oldenberg, a great authority on Vedic literature; Professor Gaston Maspero, a member of the French Académie, director of the Museum of Antiquities at Cairo, and an Egyptologist of international reputation; and Professor Carl Schleemann, director of the Oriental Museum in St. Petersburg, whose special fields of research were Arabic and Persian. Professor Browne, Professor Margoliouth, Mr. Damas, Mr. Ellis and Mr. Thomas were elected members of the council, and Sir Robert Douglas and Sir Charles Lyall were re-elected vice-presidents.

The advantages of distributing milk in frozen form are being recognized in Europe. Freezing—unlike scalding—causes no alteration, and the frozen milk can be kept unchanged for several weeks. Cream remains diffused throughout the liquid, while bacteria are greatly lessened.

THORNES OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNES OF CLECKHEATON AND HAS BEEN SO-KEEPED SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.



Proprietor, THOMAS KEATINGS, London.

51



LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tausey, Steel Draps and Penny Royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

THE NEW FRENCH REMEDY

THERAPION MARK

A successful and highly popular remedy, used in the Continental Hospitals by Kroll, Rosenthal, Jellinger, and others, and in America, is now to be sought in a modicum of the kind, and surpasses everything hitherto employed.

THERAPION NO. 1 is a remarkable short-time, often a few days only, removal all discharges from the urinary organs, effectively superseding injections, the use of which does irreparable harm by laying the body open to infection. It is also a diuretic, pectoral, irritant of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly efficacious, affording prompt relief where other remedies have been powerless.

THERAPION NO. 2 is for impure blood, scurvy, pimply skin, rheumatism, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses purifying power in restoring strength to the vigor of the debilitated body.

THERAPION NO. 3 is for impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses purifying power in restoring strength to the vigor of the debilitated body.

THERAPION is sold by the principal Chemists and Pharmacists throughout the world. Price 10s. per bottle.

SHANGHAI, 1, 228, P. Boyl, 14th June.

CHINCHING and SHANGHAI 10th June.

General—Butterfield & Swire.

TAUSEY, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

SHAOHSING, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

SIGNAL, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

SHIMONOKA, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

SAKURANG, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

SPINE, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

SHANGHAI, 1, 228, P. Boyl, 14th June.

General—Butterfield & Swire.

TELEGRAPH, 1, 228, P. Boyl, 14th June.

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General—Butterfield & Swire.

TELEGRAPH,

SHIPPING.

ARRIVALS.

ASTANAX, British str., 1,871, D. McLean, 16th June—Singapore, 11th June, General Butterfield & Swire.
CARL DIERDORFF, German str., 774, T. Kayser, 16th June—Swatow, 15th June, General—Johann & Co.
ELLEN RICHERS, British str., 1,997, Schuyermann, 16th June—Moj 10th June, Coal—Mitsui Bussan Kaisha.
FEI, Norwegian str., 803, C. Wagle, 16th June—Nanking, 7th June, and Choofoo 9th, General—Aagard, Thoresen & Co.
GOBEN, German str., 5,150, B. Wilhelmi, 8th June—Bremen 6th May, & Singapore 12th June, Mails and General—Melsens & Co.
MUNCASTER CASTLE, British str., 3,034, S. Watson, 10th June—Tokohama 8th June, General—Doddwell & Co.
PAKAT, German str., 1,017, J. Wanzen, 16th June—Bangkok 12th June, Rice and Meal—Norddeutscher Lloyd.
REDAE, Norwegian str., 2,241, C. Stangeby, 15th June—Moj 9th June, Coal—Aagard Thoresen & Co.
REY, British str., 1,611, R. W. Almond, 15th June—Manila 13th June, Hemp, Sugar and Cigars—Swanson, Tomei & Co.
TRIUMPH, German str., 739, Hansen, 16th June—Haiphong 14th June, Rice—Johnson & Co.
WALSHING, British str., 16th June—Canton.
YOSHIO MARU, Japanese str., 2,992, B. Kaji, 16th June—Moj 11th June, Coal and General—Nippon Yusen Kaisha.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

16th June.
Drew, Norwegian str., for Chefoo.
Fox, Norwegian str., for Canton.
Gothen, German str., for Shanghai.
Kuikung, British str., for Amoy.
Wanshing, British str., for Amoy.

DEPARTURES.

16th June.
ANAKA, British str., for Canton.
CANDIA, British str., for Singapore.
HAIAN, Fronti str., for Hoihoi.
HAIAN, British str., for Coast Ports.
HANGSANG, British str., for Canton.
KOZAI, American str., for San Francisco.
MENFO, Chinese str., for Shanghai.
OCEANO, British str., for Canton.
ROMANY, British str., for Canton.
SHOUHU MARU, Japanese str., for Takao.
TEAN, British str., for Manila.
TSINTAU, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Luhi* reports: Light variable winds, smooth sea throughout.
The British str. *Munaster Castle* reports: Moderate to fresh South Westerly winds and rain.

VESSELS IN DOCK.

June 16th.
AEGEAN DOCKS—Cheungchau, Progress, Cowloon, Dukki, Sariagan, Fiume, Curtin, Adra, Haiphong, after Latok, Peito, Sumatra.
COSENTOPIAN DOCKS—C. 4700.

VESSELS ON THE BERTH.

THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"NIPPON," Capt. E. Tarabochia, will leave for the above places TO-DAY, the 17th inst., P.M.
This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.

Prince's Building, Hongkong, 16th June, 1908.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE T.G.M. Steamship
"PRINZ HEINRICH," Capt. P. Groesch, will leave TO-MORROW the 18th inst., at 9 a.m. from the Kowloon Wharf.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents. Hongkong, 16th June, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARATON APCAR," Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 18th inst., at NOON.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., Agents. Hongkong, 16th June, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAIMUN," Captain Evans, will be despatched for the above Ports on FRIDAY, the 19th inst., at 2 P.M.

For Freight or Passage, apply to
DOUGLAS LAYBAIK & CO., General Managers. Hongkong, 16th June, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship
"CARDIGANSHIRE," Will be despatched for the above Ports on the 20th June, 1908.

To be followed by the Steamship

"CAENARVONSHIRE,"

Sailing on or about 10th July, 1908.

For Freight or Passage, apply to
BEIWAN TOMEI & CO., Agents. Hongkong, 16th June, 1908.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SHEWAN, TOMES & CO.	On 20th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMBANG	Brit. str.	—	A. L. Valentini	P. & O. S. N. CO.	About 23rd inst.
LONDON, &c. via usual Ports of Call	ARCADIA	Brit. str.	—	P. & O. S. N. CO.	HAMBURG-AMERIKA LINER	On 27th inst., at Noon.
HARVE & HAMBURG via STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINER	On 12th July.
HARVE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Lunig	HAMBURG-AMERIKA LINER	On 26th July.
HARVE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINER	On 28th August.
MARSEILLE, &c. via Ports of Call	TONKIN	Fr. str.	—	Charbonnel	MESSEAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	HAKATA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at D'Light
MARSHALL, HANRE COPENHAGEN, &c.	SIAM	Jap. str.	—	N. Nielsen	MELCHERS & CO.	Beginning of July.
MARSHALL, HANRE COPENHAGEN, &c.	WAKASA MARU	Jap. str.	—	G. E. Girtenbrink	HAMBURG-AMERIKA LINER	On 8th July, at D'Light
MARSHALL, HANRE COPENHAGEN, &c.	BRISGAVIA	Jap. str.	k. w.	S. Schach	HAMBURG-AMERIKA LINER	On 23rd inst.
MARSHALL, HANRE COPENHAGEN, &c.	TRIESTE	Jap. str.	k. w.	P. Grosch	MELCHERS & CO.	To-morrow.
MARSHALL, HANRE COPENHAGEN, &c.	TRIESTE, 20, via SINGAPORE, &c.	Jap. str.	—	S. Chlunak	HAMBURG-AMERIKA LINER	To-morrow, at 9 A.M.
MARSHALL, HANRE COPENHAGEN, &c.	OCEANO	Brit. str.	2 m.	—	SANDER, WIELER & CO.	On 20th inst., at P.M.
MARSHALL, HANRE COPENHAGEN, &c.	LENNOX	Brit. str.	1 m.	—	ARENHOOLD, KARBERG & CO.	About 25th inst.
MARSHALL, HANRE COPENHAGEN, &c.	EMPEROR OF JAPAN	Jap. str.	—	G. S. Lapraik	CANADIAN PACIFIC R. CO.	To-morrow at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	KAGA MARU	Jap. str.	—	T. W. Gardick	ODDWELL & CO. LTD.	On 4th July, at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	TRIMONT	A.M. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	TOBA MARU	Jap. str.	—	J. Minase	MELCHERS & CO.	On 1st July.
MARSHALL, HANRE COPENHAGEN, &c.	MANILA	Ger. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 8th July, at D'Light
MARSHALL, HANRE COPENHAGEN, &c.	ALDENHAM	Brit. str.	—	W. von Soden	MELCHERS & CO.	On 27th inst., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	CHANGSHA	Brit. str.	—	H. Petersen	NIPPON YUSEN KAISHA	Quick despatch.
MARSHALL, HANRE COPENHAGEN, &c.	NIKKO MARU	Jap. str.	—	N. Matheson	JAVA-CHINA-JAPAN LINER	On 25th July.
MARSHALL, HANRE COPENHAGEN, &c.	KUMANO MARU	Bus. str.	—	Zwart	—	To-morrow, at 5 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	CURONIA	Ger. str.	—	V. McClymont-Liddell	ODDWELL & CO. LTD.	On 26th inst., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	PRINZ WALTER	Jap. str.	—	J. Millet	—	On 27th inst., at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	KAWASAKI MARU	Jap. str.	—	JARDINE, MATTHESON & CO., LTD.	—	On 10th July, at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA AND KOBE	Jap. str.	—	E. Tarabochia	SANDER, WIELER & CO.	On 7th Aug., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA AND KOBE	Jap. str.	—	B. Wilhelm	MELCHERS & CO.	About 25th July.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA AND KOBE	Jap. str.	—	M. Nemoto	NIPPON YUSEN KAISHA	On 28th inst.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA AND KOBE	Jap. str.	—	W. R. Hickey	P. & O. S. N. CO.	On 29th inst.
MARSHALL, HANRE COPENHAGEN, &c.	YETOROFU MARU	Jap. str.	k. w.	K. Sato	NIPPON YUSEN KAISHA	On 19th inst.
MARSHALL, HANRE COPENHAGEN, &c.	ITOSHIMA	Jap. str.	—	Williams	HAMBURG-AMERIKA LINER	On 20th inst.
MARSHALL, HANRE COPENHAGEN, &c.	LINAN	Brit. str.	—	A. E. Sandbach	BUTTERFIELD & SWINE	On 21st inst., at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	HANGSONG	Brit. str.	—	F. Wheeler	JARDINE, MATTHESON & CO., LTD.	On 22nd inst., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	KWONGSANG	Brit. str.	—	Lemonnier	MESSEAGERIES MARITIMES	About 22nd inst.
MARSHALL, HANRE COPENHAGEN, &c.	CALEDONIEN	Fr. str.	—	Habel	HAMBURG-AMERIKA LINER	On 23rd inst.
MARSHALL, HANRE COPENHAGEN, &c.	SAXONIA	Ger. str.	k. w.	M. B. Lyle	JARDINE, MATTHESON & CO., LTD.	On 23rd inst., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	NAMANGA	Brit. str.	—	T. H. Hilde, B.N.R.	MELCHERS & CO.	On 24th inst.
MARSHALL, HANRE COPENHAGEN, &c.	DEVANHA	Brit. str.	—	H. Fybus	JAVA-CHINA-JAPAN LINER	End of June.
MARSHALL, HANRE COPENHAGEN, &c.	PETRONIA	Bus. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	Quick despatch.
MARSHALL, HANRE COPENHAGEN, &c.	SHANGHAI YOKOHAMA & KOBE	Brit. str.	—	Imben	BUTTERFIELD & SWINE	On 21st inst., at 10 A.M.
MARSHALL, HANRE COPENHAGEN, &c.	SHANGHAI	Brit. str.	2 m.	E. Forsyth	—	To-morrow, at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	YATUNG	Brit. str.	1 m.	S. J. Payne	—	On 22nd inst., at 2 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA	Brit. str.	—	A. W. Osterbridge	—	On 23rd inst., at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA	Brit. str.	—	T. Mayrick	—	On 24th inst., at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	YOKOHAMA	Brit. str.	—	Rodger	—	On 25th inst., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	DAIJIN MARU	Jap. str.	—	M. Mathias	—	To-day, at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	CHIHLI	Brit. str.	—	H. Sowill	—	To-morrow, at 4 P.M.
MARSHALL, HANRE COPENHAGEN, &c.	HUICHOW	Brit. str.	—	B. Kon	NIPPON YUSEN KAISHA	About End of June.
MARSHALL, HANRE COPENHAGEN, &c.	HAIMUN	Brit. str.	2 m.	A. Stewart	DAVID SASSON & CO., LTD.	To-morrow, at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	LOONGSAM	Brit. str.	—	H. Kroops	JARDINE, MATTHESON & CO., LTD.	On 24th inst., at Noon.
MARSHALL, HANRE COPENHAGEN, &c.	RUH	Brit. str.	—	—	—	Quick despatch.
MARSHALL, HANRE COPENHAGEN, &c.	TAMING	Brit. str.	—	—	—	—
MARSHALL, HANRE COPENHAGEN, &c.	YUENSAM	Brit. str.	—	—	—	—
MARSHALL, HANRE						

POST OFFICE NOTICE

The America Maru, with the American mail is due to arrive at this port, to day.
The Caledonian, with the French mail of the 22nd May, left Singapore on Monday, the 13th inst., at 2 p.m., and may be expected here on or about Monday, the 22nd inst. This packet brings replies to letters despatched from Hongkong on the 18th April.

NO.	FROM	DATE
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.		
Swatow and Deli	Wednesday, 17th, 8.00 A.M.	
Bangkok	Wednesday, 17th, 9.00 A.M.	
Shanghai	Wednesday, 17th, 11.00 A.M.	
Kaifeng	Wednesday, 17th, 11.00 A.M.	
Huichow	Wednesday, 17th, 1.00 P.M.	
Sui Tu	Wednesday, 17th, 1.15 P.M.	
Afyon	Wednesday, 17th, 2.00 P.M.	
Tifliri	Wednesday, 17th, 3.00 P.M.	
Chows	Wednesday, 17th, 3.00 P.M.	
Carl Diederichsen	Wednesday, 17th, 5.00 P.M.	
Prinz Heinrich	Wednesday, 17th, 5.00 P.M.	
Hongkong	Thursday, 18th, 9.00 A.M.	
Buyan Maru	Thursday, 18th, 9.00 A.M.	
Choring	Thursday, 18th, 9.00 A.M.	
Chongming	Thursday, 18th, 10.00 A.M.	
Arratoon Apac	Thursday, 18th, 11.00 A.M.	
Lenore	Thursday, 18th, 11.00 A.M.	
Sai Tai	Thursday, 18th, 1.15 P.M.	
Ohishi	Thursday, 18th, 3.00 P.M.	
Mawung	Thursday, 18th, 3.00 P.M.	
Manila	Thursday, 18th, 4.00 P.M.	
Hono	Friday, 19th, 9.00 A.M.	
Yeboki Maru	Friday, 19th, 11.00 A.M.	
Hainan	Friday, 19th, 1.00 P.M.	
Nei Tai	Friday, 19th, 1.15 A.M.	
Loonsang	Friday, 19th, 3.00 P.M.	
Rohi	Saturday, 20th, 11.00 A.M.	
Sui Te	Saturday, 20th, 1.15 P.M.	
Siemor	Saturday, 20th, 2.00 P.M.	
Luzon	Saturday, 20th, 3.00 P.M.	
Namung	Tuesday, 23rd, 10.00 A.M.	
Printed Matter and Samples	10.00 A.M.	
Registration, 10.00 A.M.	(Registration, with late fee of 10 cents, up to 10.15 A.M.)	
Letters	11.00 A.M.	
Taming	Tuesday, 23rd, 8.00 P.M.	
Kaga Maru	Tuesday, 23rd, 8.00 P.M.	
Footsong	Wednesday, 24th, 11.00 A.M.	
Tjilatjap	Thursday, 25th, 10.00 A.M.	
Aldeham	Thursday, 25th, 11.00 A.M.	
Manila	Friday, 26th, 10.00 A.M.	
Letters	11.00 A.M.	
Printed Matter and Samples	10.00 A.M.	
Registration, 10.00 A.M.	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Letters	11.00 A.M.	
Europa & Co., India via Tuticorin.	(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila	Keelung, Shanghai, Moji, Kobe, Yokohama, Shimoda, Yokohama, Victoria and Seattle, Singapore, Penang and Calcutta, Batavia, Cheribon, Samarang, Soerabaya and Macassar.	
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne, Adelaide, Perth Hobart, Launceston, and New Zealand.		
SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO.	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne, Adelaide, Perth Hobart, Launceston, and New Zealand.		

DOCTORS & ANALYSTS

TESTIFY TO THE GREAT HEALTH GIVING PROPERTIES OF OUR

DIAMOND BRAND AMOROSO SHERRY.

PER DOZEN BOTTLES \$18.00

SAMPLES ON APPLICATION TO

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 1st June, 1908.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. America Maru sailed from Shanghai on the 15th inst., and is due to arrive at this port to day at 6 a.m.

The T.M.M. str. Siberia will call from Yokohama on the 13th inst., and will be due to arrive at this port, from San Francisco, via Honolulu, Japan ports and Shanghai on the 23rd inst.

THE GERMAN MAIL.

The I.G.M. str. Prinz Heinrich left Shanghai via Foochow on the 12th inst., at 9 p.m., and may be expected here to day at 6 p.m.

The I.G.M. str. Prinz Waldemar left Sydney on Tuesday, the 2nd inst., at noon, and may be expected here on or about Wednesday, 24th inst.

THE INDIAN MAIL.

The Indo-China str. Namcong from Calcutta and the Straits left Singapore for this port on 13th inst., and may be expected here on or about the 18th inst.

The Indo-China str. Kumsung left Calcutta for this port via the Straits on 1st inst., and may be expected here on or about the 23rd inst.

THE CANADIAN MAIL.

The C.P.R. str. Montague left Vancouver via Hongkong via usual ports of call at 9 p.m. on Thursday, the 23rd ult.

THE AMERICAN MAIL.
The T.K.K. str. Andalucia left Kuching on the 12th inst., and may be expected here to day at 6 a.m.

The H.A.L. str. Andalucia left Shanghai via Foochow on the 10th inst., and may be expected here to day.

The J.C.J. str. Tjilatjap left Moji for Amoy on the 8th inst., and may be expected here to day.

The P. & O. str. Socofa left Singapore for this port on the 12th inst., at 6 a.m.

The H.A.L. str. Itria left Singapore on the 13th inst., and may be expected here to morrow a.m.

The Austrian Lloyd's str. Trieste left Shanghai for this port on the 15th inst., and is due here to morrow.

The N.Y.K. str. Yutoroku Maru (Bonny Lina), left Singapore for this port on the 11th inst., and is expected here to morrow.

The E. & A. str. Empire left Sydney on the 6th inst., for this port (via Queensland Ports & Manila).

The str. Indramayo sailed from New York on the 12th ult., and is due here on or about Middle of July.

JOINT STOCK SHARES.

Hongkong, June 16th.

COMPANY.	PAID UP.	QUOTATIONS.
Alambra	Rs. 200	Nominal.
Banks	\$125	\$750, sales & sel.
Hongkong & Sh'hai	Rs. 125	London 2750.
National B. of China	Rs. 60	\$51, buyers
Bell's Asbestos E. A.	Rs. 125	\$71, sellers
China-Horne Co.	Rs. 12	\$101, sales
China Light & P. Co.	Rs. 10	\$61, buyers
China Provident	Rs. 10	\$94, buyers
Cotton Mills	Tls. 50	Tls. 67.
Ewo.	Tls. 50	\$104.
Hongkong	Tls. 75	Tls. 63.
International	Tls. 100	Tls. 77.
Lau Kong Mow.	Tls. 100	Tls. 260.
Soyche	Tls. 500	\$104, buyers
Dairy Farm	\$6	\$104, buyers
Docks and Wharves	\$50	\$161, sellers
H. & K. Wan't & G.	\$50	\$103, sales
H. & W. Dock	\$50	\$94, buyers
New Amy Dock	\$25	Tls. 88, sales
Shanghai Dock	Tls. 100	Tls. 235.
Sh'ha & H. Wharf	Tls. 100	
Fenwick & Co. Geo.	\$25	\$113, sellers
Green Island Cement	\$10	\$104, buyers
Hongkong & C. Gia.	\$10	\$175, buyers
Hongkong Electric	\$10	\$195, buyers
Hongkong Hotel Co.	\$10	\$195, buyers
Hongkong Ice Co.	\$25	\$22, buyers
H.K. Milling Co., Ltd.	\$100	Nominal.
Hongkong Rope Co.	\$10	\$25, b. y. ex. n.
Insurance		
Castor	\$50	\$235, sellers
China Fire	\$20	\$92, sellers
China Traders	\$25	\$261, buyers
Hongkong Fire	\$65	\$216, buyers
North China	\$25	\$12, 75, sales & sel.
Union	\$100	\$76, sellers
Yangtze	\$60	\$14 1.
Land and Building	\$100	\$199, sales & sel.
Hongkong Land Inv.	\$10	\$101, buyers
Humphrey's Estate	\$10	\$101, buyers
Kowloon Land & B.	\$20	\$26.
Shanghai Land	Tls. 60	Tls. 118.
West Point Building	\$50	\$49.
Mining		
Charbonnages	Frs. 250	\$70, buyers
Rauts	18/10	\$8, sellers
Peak Tramways	\$10	\$14.
Philippine Co.	\$10	\$2.
Refineries		
China Sugar	\$100	\$121, buyers
Luco Sugar	\$100	\$22.
Steamship Companies		
China and Manila	\$25	\$15, sellers
Douglas Steamship	\$50	\$7, sales
H. Canton & M.	\$15	\$291, sellers
Indo-China S. N. Co.	\$5	\$83.
Shell Transport Co.	\$1	\$6.
Star Ferry	\$10	\$25, sellers
Do. Now...	\$5	\$15, sellers
South China M. Post.	\$25	\$23, buyers
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries	\$10	\$15.
Campbell, M. & Co.	\$10	\$53.
Powell & Co., Wm.	\$10	\$19.
Watkins	\$10	\$19, buyers
Watson & Co. A. S.	\$10	\$102, sellers
Weissmann, Ld.	\$100	\$150, buyers
United Asbestos	\$4	\$13, buyers
De. Founders	\$10	\$150, buyers
Union Waterboat Co.	\$10	\$104, buyers

VISITORS AT HOTELS.

Hongkong, June 16th.

R. B. Adams	Mr. P. Kramer
Mr. A. Ah	Mr. W. Kwock
C. F. Barnes	Mr. A. C. Little
H. G. Battiscombe	Mr. & Mrs. C. Mandelbaum
Mr. S. Benson	Mr. G. C. McLoish
Miss Blance	Dr. G. W. McLean
D. G. D. K. Black	Mr. J. Merckli
Mr. A. B. Blunn	Mr. J. H. N. Mody
Mr. & Mrs. Bonneau & child	Mr. E. Neuhard
Mr. T. Brayfield	Mr. B. L. Pecker
Mr. J. H. Sulmer	Mr. A. W. J. Peake
S. C. de Bussiere	Dr. W. W. Pease
Mr. R. Carter	Mr. L. Perkins
Mr. H. E. Colvin	Mr. B. H. Ray
Mr. H. L. Condon	Mr. C. E. Shields
Mr. A. H. Crook	Mr. J. Spafford
Mr. Denman Fuller	Mr. W. T. Stobbing
Capt. & Mrs. Gibson & child	Rev. A. J. Stevens
Capt. T. A. Hall	Mr. H. P. Thomas
Mr. E. Hallows	Mr. P. A. Thompson
Mr. J. F. Hamer Bradley	Mr. G. W. Tollidge
Mr. & Mrs. Hamon	Mr. E. T. Wall
Mr. R. Harding	Mr. H. S. Wallace
Mr. G. V. Hayes	Mr. C. Wallach
Mr. J. W. Huie	Mr. W. Egerton Waterton
Capt. E. Innes	Mr. J. W. Withington
Mr. & Mrs. E. S. Joseph	Mr. J. D. Woods
Mr. V. Y. Kimpton	Mr. & Mrs. T. Wyre
Mr. K. Klob	Mr. V. E. Youdan

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